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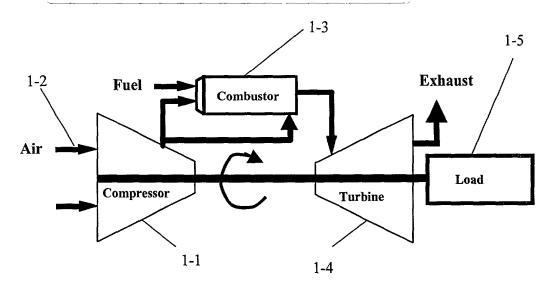


Fig 1 (PRIOR ART)

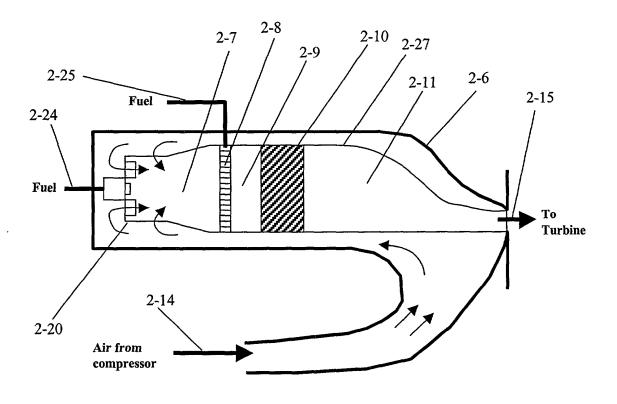


Fig 2

Fuel conc.

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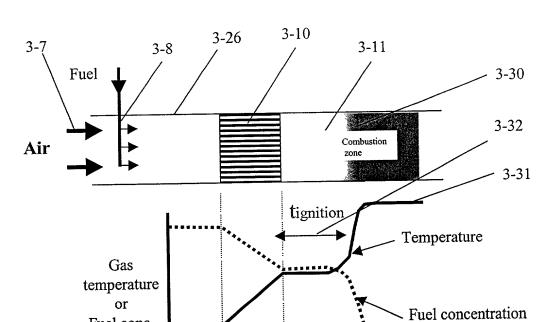
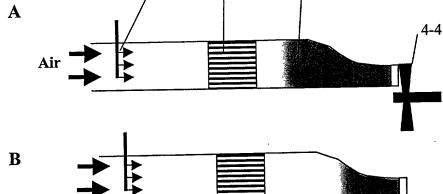


Fig 3



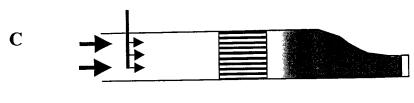
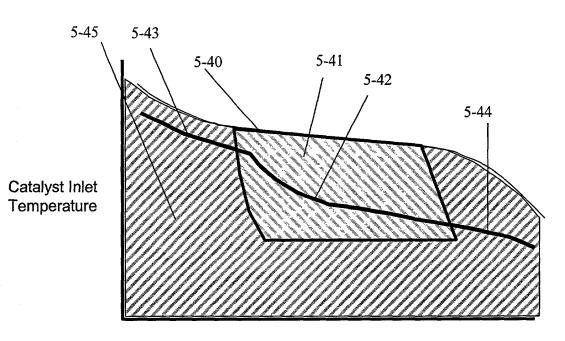


Fig 4

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Fuel air ratio

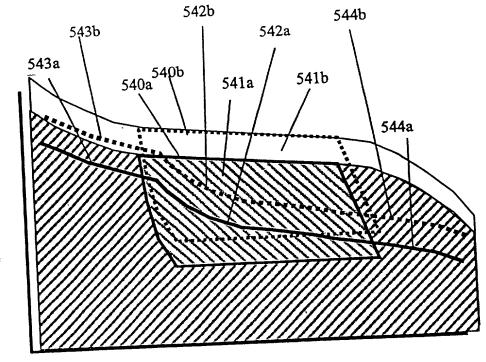
Fig 5A

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Catalyst Inlet
Gas
Temperature

Fuel air ratio

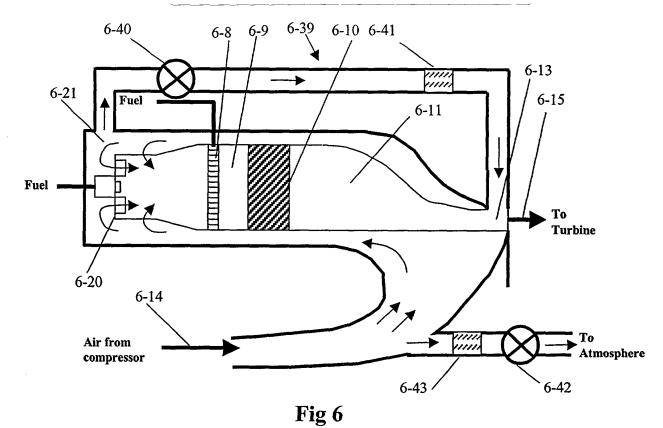
Fig 5B

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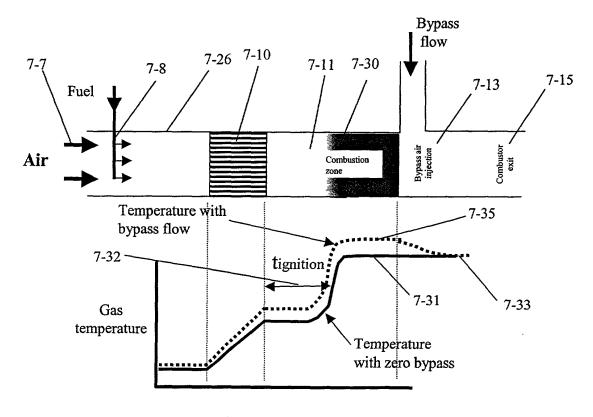


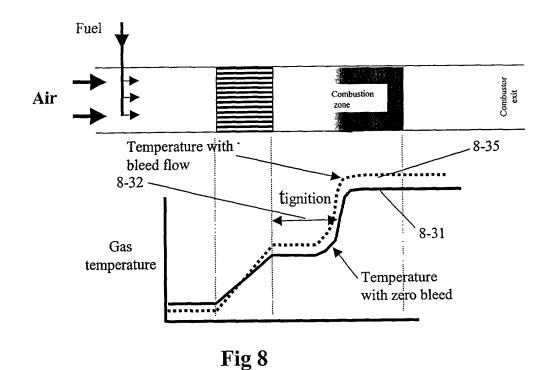
Fig 7

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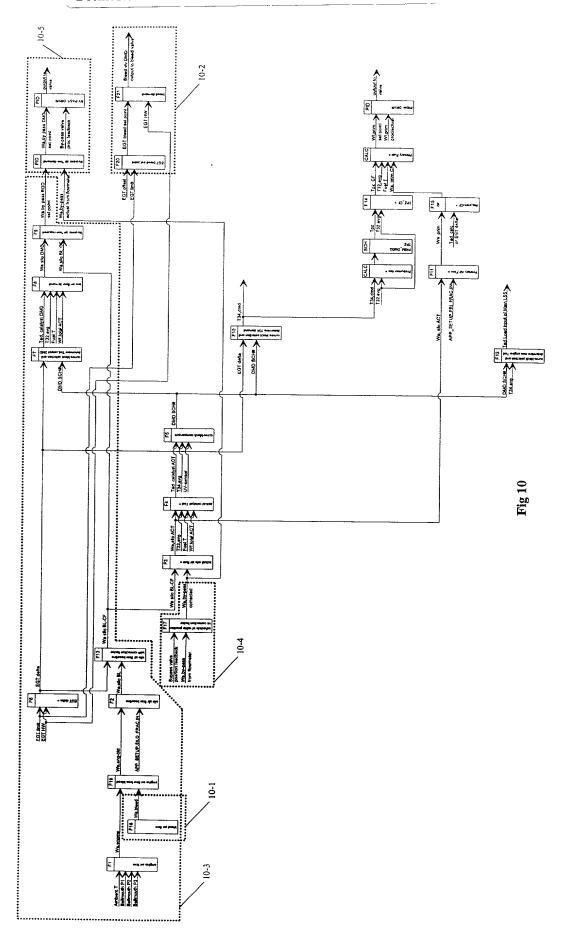
9-5 Schedule Full **BOZ** Tad demand demand **Engine Output** Part (Load) Engine Output 9-6 9-1 9-2 9-7 **Engine** Fundamental By-pass Engine air-flow Closed engine by-pass air-flow calculation air-flow (required) Loop air-flow Engine calculation **Bypass** (less bleed) Fundamental calculated/measured Valve bypass air-flow Control Bleed air-flow Engine fuel-flow Preburner inlet T 9-4

Fig 9

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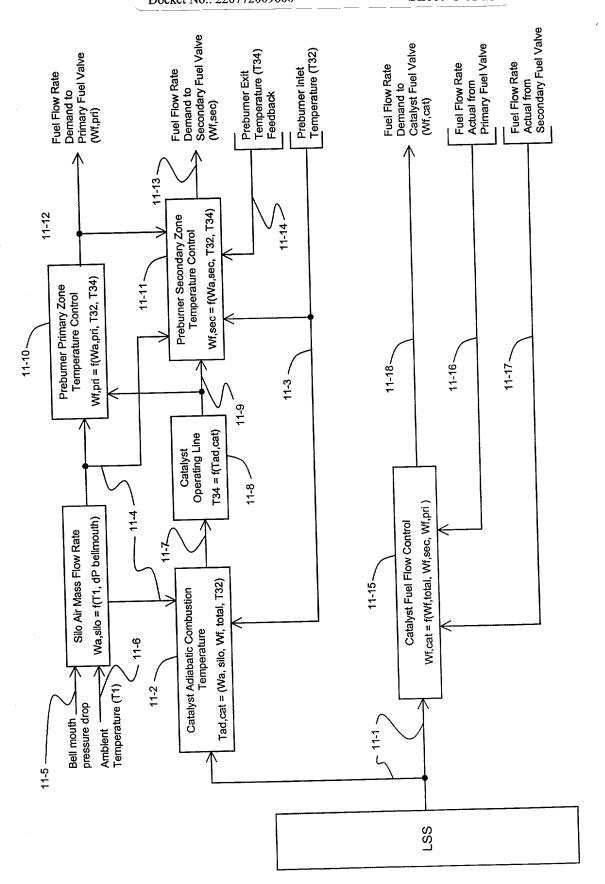


Figure 11: Basic Control with T34 vs Tad (F/A) schedule - PRIOR ART

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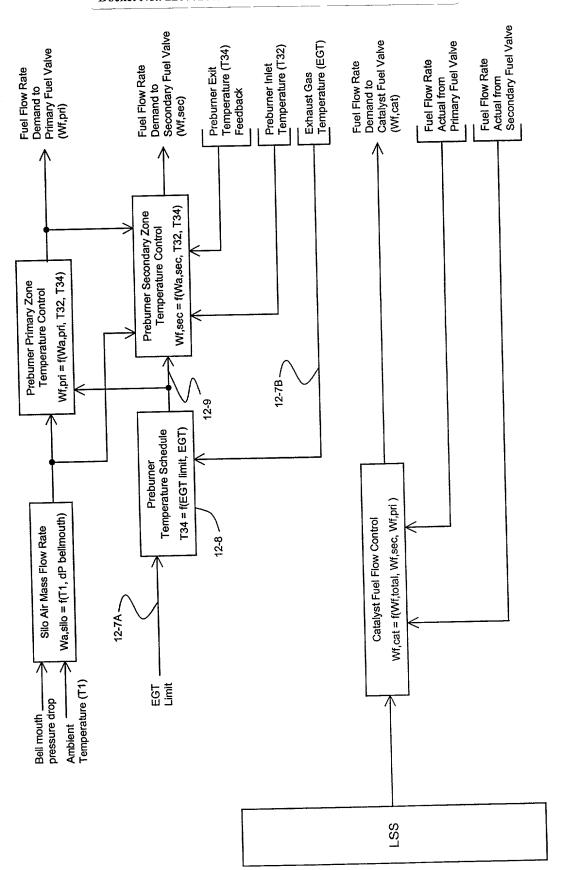


Figure 12: Basic Control with T34 vs delta EGT schedule

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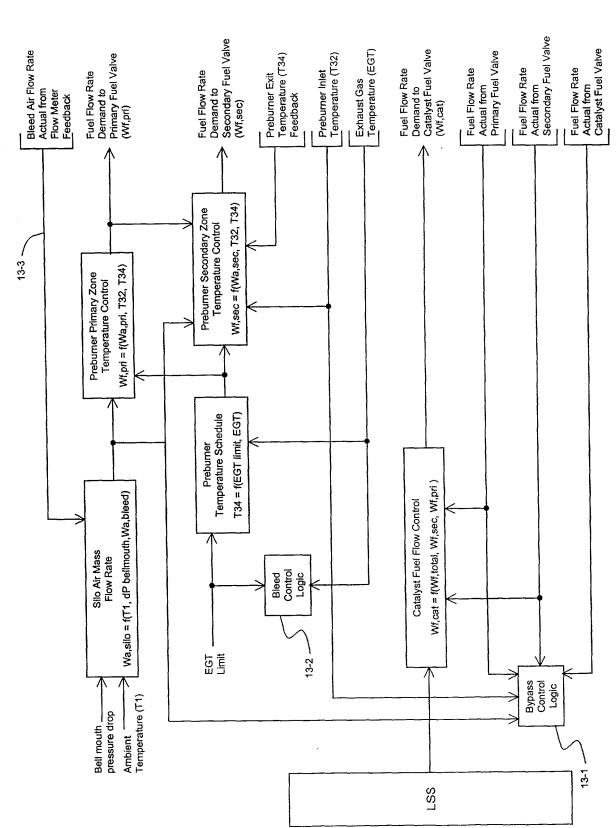


Figure 13: Control with Bypass and Bleed Valves

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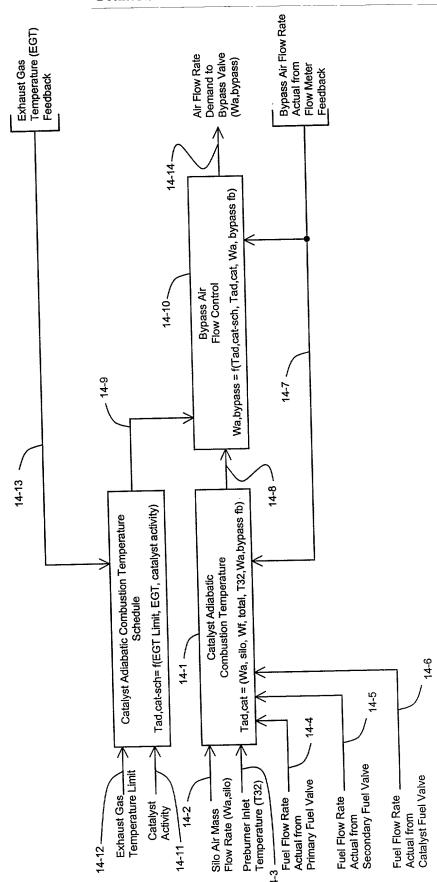


Figure 14: Bypass Control Logic Details

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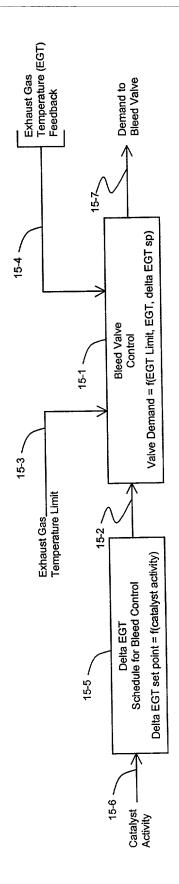


Figure 15: Bleed Control Logic Details

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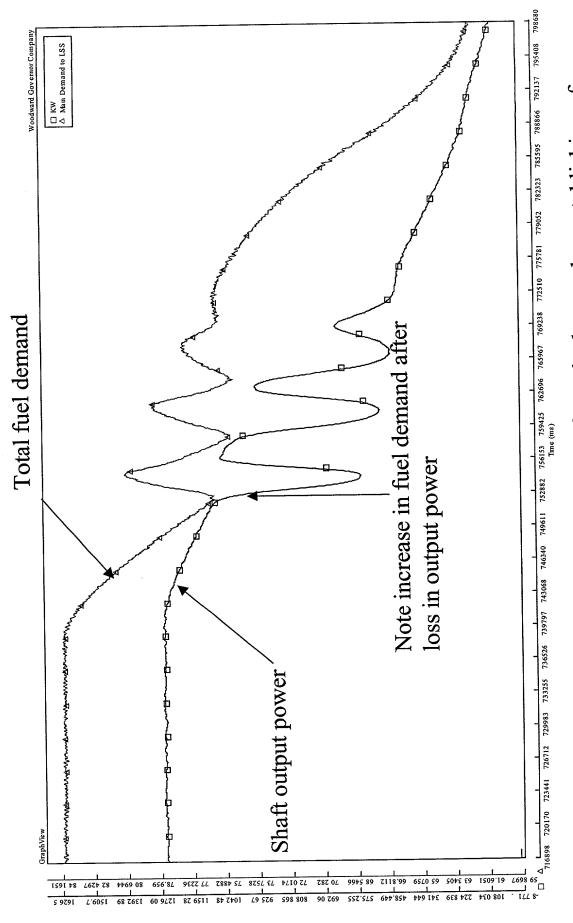


Figure 16: Output power cycles resulting from the loss and re-establishing of the homogeneous combustion process wave.